

**2002**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Jurisdiction Report**  
**49**

King & Queen County

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
14	6.14	660	G	From	US 360; St Stephens Church					F	0.092	F	0.516	660	G	2002
				To	49-629											
14	1.81	680	G	From	49-629					F	0.102	F	0.532	680	G	2002
				To	W 49-620											
14	9.74	1000	G	From	49-617 King and Queen C H					F	0.094	F	0.688	1000	G	2002
				To	49-614											
14	6.81	2600	G	From	SR 33 Shacklefords					F	0.092	F	0.547	2600	G	2002
				To	SR 33 Shacklefords Fork											
14	1.66	12000	G	From	SR 33 Shacklefords Fork					F	0.084	F	0.649	12000	G	2002
				To	Gloucester County Line											
33	3.30	16000	G	From	King William County Line					F	0.083	F	0.649	16000	G	2002
				To	49-678											
33	0.14	15000	G	From	SR 14 Shacklefords Fork					F	0.08	F	0.636	15000	G	2002
				To	SR 14 SHACKELFORDS											
33 14	1.66	12000	G	From	SR 14 SHACKELFORDS					F	0.084	F	0.649	12000	G	2002
				To	SR 14 SHACKELFORDS FORK											
33	2.61	7500	G	From	SR 14 Shacklefords Fork					F	0.084	F	0.617	7400	G	2002
				To	Gloucester County Line											
360	2.91	11000	G	From	King William County Line					F	0.089	F	0.699	11000	G	2002
				To	SR 14											
360	6.29	9100	G	From	Essex County Line					F	0.089	F	0.674	9000	G	2002
				To												
600	1.48	20	R	From	49-616					NA			NA		09/11/2000	
				To	49-617											
601	1.39	60	R	From	Dead End					NA			NA		08/08/2000	
				To	1.39 MN Dead End											
601	0.91	60	R	From						NA			NA		08/08/2000	
				To	49-605 South											
601	3.40	210	G	From	49-605 North					C	0.112	F	0.625	200	G	2002
				To	SR 14 West											
601	1.25	220	R	From	SR 14 East					NA			NA		1997	
				To	SR 33											
601	0.13	60	R	From						NA			NA		1997	
				To	Dead End Gap Terminus											
601	0.03	40	R	From						NA			NA		1997	
				To	49-601											
602	1.20	70	R	From	Dead End					NA			NA		10/03/2000	
				To	SR 14											
602	1.00	60	R	From						NA			NA		09/20/2000	
				To	1.00 MN SR 14											
602	3.60	9	R	From						NA			NA		09/20/2000	
				To	49-614											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(602)	3.67	100	G	From:	49-614					C	0.141	F	0.5	90	G	2002
				To:	Middlesex County Line											
(603)	4.39	220	G	From:	SR 14					F	0.115	F	0.654	220	G	2002
				To:												
(603)	0.86	420	G	From:	49-610					C	0.105	F	0.561	420	G	2002
				To:	Middlesex County Line											
(604)	0.70	220	R	From:	49-614						NA			NA		1997
				To:	Essex County Line											
(605)	0.03	20	R	From:	Dead End						NA			NA		08/15/2000
				To:												
(605)	1.31	140	R	From:	49-674						NA			NA		08/15/2000
				To:												
(605)	3.46	960	G	From:	SR 33					C	0.104	F	0.75	940	G	2002
				To:												
(605)	2.00	510	G	From:	49-606					F	0.093	F	0.671	510	G	2002
				To:												
(605)	2.68	NA		From:	49-601 SOUTH					F	NA			NA		2002
				To:	SR 14											
(606)	2.40	110	R	From:	49-605						NA			NA		08/08/2000
				To:	49-601											
(607)	1.10	20	R	From:	49-631						NA			NA		09/11/2000
				To:	49-617 EAST											
(607)	1.40	60	R	From:	49-617 WEST						NA			NA		1997
				To:												
(608)	0.17	1000	G	From:	49-678					C	0.088	F	0.6	1000	G	2002
				To:	49-700											
(608)	2.73	590	G	From:	49-609 WEST					F	0.095	F	0.705	580	G	2002
				To:	49-609 EAST											
(608)	1.89	150	R	From:							NA			NA		10/03/2000
				To:	1.89 MN 49-609											
(608)	0.29	40	R	From:							NA			NA		10/03/2000
				To:	Cul-de-Sac											
(609)	0.60	20	R	From:	Dead End						NA			NA		09/07/2000
				To:	49-614 NORTH											
(609)	0.64	10	R	From:	49-614 SOUTH						NA			NA		10/31/2000
				To:												
(609)	2.31	7	R	From:	0.64 ME 49-614						NA			NA		09/07/2000
				To:												
(609)	0.30	20	R	From:	49-613						NA			NA		09/20/2000
				To:												
(609)	1.80	10	R	From:	49-611						NA			NA		10/03/2000
				To:	49-603 Gap Terminus											
(609)	5.80	170	R	From:	49-610 Gap Terminus						NA			NA		1997
				To:	SR 33											



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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
610	3.65	530	G	From:	SR 14				C	0.093	F	0.638	530	G	2002	
				To:	49-609											
610	1.89	420	G	From:	49-603				F	0.094	F	0.707	420	G	2002	
				To:	49-603											
610	1.19	120	R	From:	49-656				NA			NA		09/20/2000		
				To:	49-656											
610	2.14	100	R	From:	49-613				NA			NA		09/20/2000		
				To:	49-613											
610	2.30	80	R	From:	49-602 EAST				NA			NA		09/20/2000		
				To:	49-602 WEST											
610	1.40	60	R	From:	49-614 EAST				NA			NA		09/20/2000		
				To:	49-614 EAST											
610	0.70	260	G	From:	85% 0% 3% 8% 4% 0%				C	0.113	F	0.536	250	G	2002	
				To:	49-614 WEST											
610	0.20	50	R	From:	49-616 EAST				NA			NA		09/11/2000		
				To:	49-616 EAST											
610	0.85	30	R	From:	0.85 MN 49-616				NA			NA		09/11/2000		
				To:	0.85 MN 49-616											
610	1.70	30	R	From:	49-615				NA			NA		09/11/2000		
				To:	49-616 WEST											
611	2.00	20	R	From:	49-609				NA			NA		10/03/2000		
				To:	2.00 MS 49-609											
611	1.00	30	R	From:	SR 14 EAST				NA			NA		10/03/2000		
				To:	SR 14 WEST											
611	1.60	70	R	From:	Dead End				NA			NA		10/03/2000		
				To:	Dead End											
612	0.30	140	R	From:	SR 14				NA			NA		09/11/2000		
				To:	49-630											
612	2.77	20	R	From:	49-617 SOUTH				NA			NA		09/11/2000		
				To:	Essex County Line											
613	1.10	2	R	From:	Dead End				NA			NA		10/03/2000		
				To:	49-614 NORTH											
613	4.10	60	R	From:	49-610				NA			NA		09/07/2000		
				To:	49-610											
614	1.90	20	R	From:	Dead End				NA			NA		10/03/2000		
				To:	SR 14											
614	0.90	880	G	From:	57% 3% 5% 8% 27% 0%				C	0.094	F	0.558	870	G	2002	
				To:	49-613 SOUTH											
614	1.00	800	G	From:	57% 3% 5% 8% 27% 0%				F	0.108	F	0.558	790	G	2002	
				To:	49-613 NORTH											
614	0.80	790	G	From:	49-609 SOUTH				F	0.112	F	0.546	780	G	2002	
				To:	49-609 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
614	1.30	260	G	From	49-609 SOUTH				F	0.096	F	0.507	260	G	2002	
				To	49-602											
614	1.00	130	G	From	49-610 EAST				F	0.127	F	0.583	130	G	2002	
				To	49-610 WEST											
614	4.65	60	R							NA			NA		09/11/2000	
614	0.70	110	R	From	49-615				NA				NA		09/07/2000	
				To												
614	3.30	20	R	From	49-604				NA				NA		09/11/2000	
				To	49-617											
615	1.40	7	R	From	49-610				NA				NA		09/11/2000	
				To	49-614											
616	6.90	100	R	From	SR 14				NA				NA		1997	
				To	49-610 EAST											
617	2.20	100	R	From	49-631				NA				NA		09/11/2000	
				To	49-607 EAST											
617	2.00	30	R	From	49-612 SOUTH				NA				NA		1997	
				To	49-612 NORTH											
617	1.80	80	R							NA			NA		1997	
617	2.60	40	R	From	49-614				NA				NA		09/11/2000	
				To	49-616											
617	4.90	80	R	From	SR 14				NA				NA		1997	
				To												
618	1.00	30	R	From	SR 14				NA				NA		09/11/2000	
				To	Dead End											
619	2.80	460	G	From	49-721				F	0.088	F	0.585	460	G	2002	
				To	49-673											
619	1.80	370	G	From	49-660				C	0.105	F	0.514	370	G	2002	
				To	Essex County Line											
620	2.20	20	R	From	49-633				NA				NA		08/23/2000	
				To	SR 14 WEST											
620	2.89	200	G	From	SR 14 EAST				F	0.127	F	0.633	200	G	2002	
				To	49-631 EAST											
620	1.00	590	G	From	Essex County Line				C	0.097	F	0.604	590	G	2002	
				To												
621	3.80	610	G	From	SR 14				C	0.093	F	0.628	600	G	2002	
				To	Essex County Line											
622	0.49	410	G	From	US 360				C	0.112	F	0.727	410	G	2002	
				To	Essex County Line											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
623	1.05	260	G	From:	49-721					C	0.127	F	0.546	250	G	2002
				To:	49-635 SOUTH											
623	4.60	170	R	From:	49-635 NORTH						NA			NA		08/01/2000
				To:	49-619											
623	1.80	30	R	From:	Essex County Line						NA			NA		10/05/2000
				To:	49-635											
624	1.13	160	R	From:							NA			NA		1997
				To:	49-689											
624	1.97	90	R	From:							NA			NA		1997
				To:	Caroline County Line											
625	1.60	180	G	From:	49-628					F	0.108	F	0.625	180	G	2002
				To:	49-651											
625	1.00	210	G	From:	49-651					F	0.119	F	0.56	210	G	2002
				To:	49-721											
625	1.50	240	G	From:	49-721					C	0.107	F	0.625	240	G	2002
				To:	49-649											
625	1.10	120	R	From:							NA			NA		06/27/2000
				To:	49-641											
625	2.00	70	R	From:							NA			NA		06/27/2000
				To:	Caroline County Line											
626	0.46	2	R	From:	49-623						NA			NA		10/05/2000
				To:	0.46 MN 49-623											
626	0.04	2	R	From:							NA			NA		10/05/2000
				To:	Dead End											
627	2.04	80	R	From:	Caroline County Line						NA			NA		06/27/2000
				To:	49-721											
628	1.50	50	R	From:	US 360						NA			NA		07/27/2000
				To:	49-721 SOUTH											
628	1.20	230	R	From:	49-721 NORTH						NA			NA		1997
				To:	1.20 MW 49-721											
628	1.40	20	R	From:							NA			NA		07/27/2000
				To:	2.60 MW 49-721 GAP											
628	1.80	9	R	From:	1.80 SE 49-639 GAP						NA			NA		07/27/2000
				To:	49-639											
628	1.80	120	R	From:							NA			NA		1997
				To:	49-625											
628	1.90	200	G	From:	94% 0% 3% 0% 3% 0%					C	0.103	F	0.667	200	G	2002
				To:	King William County Line											
629	3.10	1600	G	From:	King William County Line					C	0.093	F	0.677	1600	G	2002
				To:	SR 14											
630	2.50	40	R	From:	49-631						NA			NA		09/11/2000
				To:	49-612											
631	1.45	150	R	From:	Dead End						NA			NA		1997
				To:	SR 14 EAST											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
631	2.60	810	G	From	SR 14 WEST				C	0.117	F	0.569	810	G	2002	
				To	49-632											
631	1.45	450	G	From	SR 14 SOUTH; 49-633				F	0.114	F	0.510	440	G	2002	
				To	SR 14 NORTH											
631	1.58	280	G	From	49-630				F	0.111	F	0.583	280	G	2002	
				To	49-620 EAST											
631	2.54	300	G	From	49-620 WEST				F	0.106	F	0.590	300	G	2002	
				To	SR 14 EAST											
631	3.03	80	R	From	SR 14 WEST				NA			NA		1997		
				To	49-672											
631	0.98	120	R	From	1.44 MW 49-672				NA			NA		1997		
				To	US 360 EAST											
631	1.44	160	R	From	US 360 WEST				C	0.117	F	0.61	390	G	2002	
				To	49-650											
631	2.20	400	G	From	49-619				NA			NA		1997		
				To	49-633											
632	1.79	500	G	From	49-631				C	0.112	F	0.635	490	G	2002	
				To	Dead End											
633	0.27	5	R	From	49-675				NA			NA		08/23/2000		
				To	49-634 SOUTH											
633	0.65	60	R	From	49-634 NORTH				NA			NA		08/23/2000		
				To	49-636 WEST											
633	1.41	250	R	From	49-636 EAST				NA			NA		08/01/2000		
				To	0.69 ME 49-636											
633	0.30	210	R	From	49-629 NORTH				NA			NA		08/01/2000		
				To	49-629 SOUTH											
633	0.69	140	R	From	49-634				C	0.1	F	0.708	660	G	2002	
				To	49-632											
633	2.60	670	G	From	SR 14; 49-631				NA			NA		08/23/2000		
				To	49-633											
634	1.35	640	G	From	49-629 EAST				F	0.112	F	0.733	630	G	2002	
				To	49-629 WEST											
634	1.72	530	G	From	49-636				F	0.096	F	0.549	530	G	2002	
				To	49-633 SOUTH											
634	1.78	430	G	From	49-633 SOUTH				F	0.102	F	0.556	430	G	2002	
				To												

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
634	0.47	450	G	From:	49-633 SOUTH					F	0.106	F	0.592	440	G	2002
				To:	49-633 NORTH											
634	2.07	760	G	From:	49-633 NORTH					C	0.097	F	0.544	760	G	2002
				To:	SR 14											
635	1.19	470	G	From:	49-721					C	0.086	F	0.579	470	G	2002
				To:	49-623 SOUTH											
635	4.43	390	G	From:	49-623 SOUTH					F	0.082	F	0.803	380	G	2002
				To:	Essex County Line											
636	2.00	100	R	From:	49-634						NA			NA		08/23/2000
				To:	49-633 WEST											
636	2.00	150	R	From:	49-633 EAST						NA			NA		1997
				To:	SR 14											
637	1.40	110	R	From:	Dead End						NA			NA		08/23/2000
				To:	49-634											
638	0.20	10	R	From:	49-620 SOUTH						NA			NA		09/11/2000
				To:	49-620 NORTH											
639	0.45	120	R	From:	49-628						NA			NA		1997
				To:	49-684											
639	1.15	500	R	From:	49-721						NA			NA		1997
				To:	49-721											
640	1.00	140	R	From:	49-721						NA			NA		1997
				To:	1.00 MN 49-721											
640	1.30	60	R	From:	49-623						NA			NA		1997
				To:	49-652											
641	2.00	100	R	From:	49-652						NA			NA		1997
				To:	49-625											
642	0.30	60	R	From:	US 360						NA			NA		07/27/2000
				To:	49-628											
643	0.83	240	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
644	1.40	90	R	From:	49-601						NA			NA		08/08/2000
				To:	SR 14											
645	0.60	20	R	From:	Dead End						NA			NA		08/08/2000
				To:	49-605											
646	0.20	160	R	From:	SR 14						NA			NA		08/08/2000
				To:	49-678											
647	0.80	100	R	From:	Dead End						NA			NA		1997
				To:	0.80 ME Dead End											
647	1.00	130	R	From:							NA			NA		1997
				To:	49-609											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
648	1.40	140	R	From:	Dead End						NA			NA		08/08/2000
				To:	49-605											
649	0.70	10	R	From:	49-625						NA			NA		06/27/2000
				To:	Dead End											
650	1.60	140	R	From:	49-631						NA			NA		07/27/2000
				To:	Essex County Line											
651	1.00	20	R	From:	Dead End						NA			NA		06/27/2000
				To:	49-625											
652	1.40	49	R	From:	49-721 WEST						NA			NA		06/27/2000
				To:	49-641											
652	0.60	260	R	From:	49-721 EAST						NA			NA		1997
				To:	49-721 EAST											
653	0.70	4	R	From:	49-609						NA			NA		10/03/2000
				To:	Dead End											
654	1.20	210	R	From:	Dead End						NA			NA		10/03/2000
				To:	SR 14											
655	1.00	60	R	From:	Dead End						NA			NA		10/03/2000
				To:	49-681											
656	0.40	4	R	From:	Dead End						NA			NA		09/20/2000
				To:	49-610											
657	1.28	100	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 14											
658	3.14	46	R	From:	49-605						NA			NA		08/08/2000
				To:	49-601											
659	0.60	70	R	From:	Dead End						NA			NA		10/05/2000
				To:	49-631											
659	1.80	30	R	From:	49-631						NA			NA		10/05/2000
				To:	SR 14											
660	2.10	180	R	From:	49-721						NA			NA		08/01/2000
				To:	49-619											
661	0.37	60	R	From:	Dead End						NA			NA		1997
				To:	49-687											
661	0.31	250	R	From:	49-687						NA			NA		1997
				To:	SR 33											
662	0.46	30	R	From:	Dead End						NA			NA		08/23/2000
				To:	49-634											
663	0.31	50	R	From:	Dead End						NA			NA		08/23/2000
				To:	49-629											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
664	0.95	70	R	From:	49-721					NA			NA		10/05/2000	
				To:	Dead End											
665	1.04	120	R	From:	Dead End					NA			NA		06/27/2000	
				To:	49-721											
666	0.76	290	R	From:	Dead End					NA			NA		08/08/2000	
				To:	49-667											
666	0.60	280	R	From:						NA			NA		1997	
				To:	49-605											
667	1.20	40	R	From:	Dead End					NA			NA		08/08/2000	
				To:	49-666											
668	0.25	180	R	From:	49-605					NA			NA		08/15/2000	
				To:	Dead End											
669	1.20	40	R	From:	Dead End					NA			NA		09/11/2000	
				To:	28-620; Essex County Line											
670	0.15	60	R	From:	Dead End					NA			NA		08/15/2000	
				To:	SR 33											
671	0.87	40	R	From:	Dead End					NA			NA		06/27/2000	
				To:	49-641											
672	0.84	60	R	From:	49-631					NA			NA		10/05/2000	
				To:	Dead End											
673	0.79	80	R	From:	49-619					NA			NA		10/05/2000	
				To:	Dead End											
674	0.29	40	R	From:	Dead End					NA			NA		08/15/2000	
				To:	49-605											
675	0.32	10	R	From:	Dead End					NA			NA		08/23/2000	
				To:	49-633											
676	0.26	80	R	From:	Dead End					NA			NA		08/15/2000	
				To:	SR 33											
677	0.26	100	R	From:	Dead End .26 MN					NA			NA		1996	
				To:	SR 14											
677	0.19	30	R	From:						NA			NA		1996	
				To:	Dead End .19 MS											
678	0.17	190	R	From:	SR 33					NA			NA		08/08/2000	
				To:	SR 14 WEST											
678	1.24	920	G	94%	1%	2%	1%	2%	0%	C	0.110	F	0.652	920	G	2002
				To:	SR 14 EAST											
679	1.18	20	R	From:	SR 33 WEST					NA			NA		08/08/2000	
				To:	SR 33 EAST											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
680	0.49	50	R	From:	Cul-de-Sac						NA			NA		08/08/2000
				To:	49-605											
681	0.28	230	R	From:	SR 14						NA			NA		1997
				To:	SR 14											
682	0.15	30	R	From:	US 360						NA			NA		07/27/2000
				To:	Dead End											
683	0.07	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
684	1.37	90	R	From:	Dead End						NA			NA		08/01/2000
				To:	49-639											
685	0.64	50	R	From:	SR 14						NA			NA		08/23/2000
				To:	0.64 MN SR 14											
685	0.16	60	R	From:							NA			NA		08/23/2000
				To:	Dead End											
686	0.06	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
687	0.26	60	R	From:	Dead End						NA			NA		08/15/2000
				To:	49-661											
688	0.15	30	R	From:	49-691						NA			NA		08/15/2000
				To:	Dead End											
689	0.26	10	R	From:	49-624						NA			NA		08/11/2000
				To:	Dead End											
690	0.26	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	49-661											
691	0.22	80	R	From:	49-605						NA			NA		1996
				To:	SR 33											
692	0.06	80	R	From:	Dead End						NA			NA		10/05/2000
				To:	49-632											
693	0.40	70	R	From:	Dead End						NA			NA		08/11/2000
				To:	49-721											
700	0.14	120	R	From:	49-608						NA			NA		1996
				To:	49-701											
701	0.17	30	R	From:	49-608						NA			NA		08/08/2000
				To:	49-700											
721	1.60	2600	G	From:	US 360; SR 14					C	0.083	F	0.539	2600	G	2002
				To:	49-619											
721	3.94	1800	G	From:	92% 1% 3% 1% 4% 0%					F	0.086	F	0.688	1700	G	2002
				To:	49-639											



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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(721)	2.66	1600	G	From:	49-639					F	0.082	F	0.667	1600	G	2002
				To:	49-635											
(721)	1.12	860	G	92%	1%	3%	1%	4%	0%	F	0.09	F	0.509	850	G	2002
				From:	49-623											
(721)	1.79	770	G	92%	1%	3%	1%	4%	0%	F	0.108	F	0.549	760	G	2002
				From:	49-627											
(721)	2.84	620	G	92%	1%	3%	1%	4%	0%	F	0.114	F	0.563	610	G	2002
				To:	Caroline County Line											
(725)	0.34	49	R	From:	Cul-de-Sac						NA		NA			
				To:	49-659											
(1000)	0.40	60	R	From:	49-1001						NA		NA			
				To:	49-631											
(1001)	0.35	20	R	From:	Cul-de-Sac						NA		NA			
				To:	49-1000											
(1001)	0.15	8	R	From:							NA		NA			
				To:	Cul-de-Sac											
(1202)	0.20	20	R	From:	49-629						NA		NA		08/23/2000	
				To:	Dead End											
(1203)	0.30	120	R	From:	49-629						NA		NA		1997	
				To:	Dead End											
(9211)	0.09	80	R	From:	PLEASANT HILL HS						NA		NA		10/18/2000	
				To:	SR 14											
(9212)	0.12	20	R	From:	MARIOTT ELEM SCH						NA		NA		1996	
				To:	49-721											
(9493)	0.05	90	R	From:	K & Q CEN HIGH SCH						NA		NA		10/18/2000	
				To:	0.05 ME SR 14											
(9493)	0.16	120	R	From:							NA		NA		10/18/2000	
				To:	SR 14											
(9958)	0.08	70	R	From:	LAWSON ELEM SCH						NA		NA		10/18/2000	
				To:	49-721											